Message Page 1 of 2

----Original Message----

From: Lewis, Mike [mailto:LewisML@dot.il.gov]

Sent: April 23, 2004 1:04 PM

To: Therkildsen, Eric S; Anderson, John J DOT; Addis, Maureen M; Green, Paula A; Larson, Greg V

Cc: Jodie, Jim/MKE; Kolody, Kim/CHI; Duples, Dan/MKE

Subject: Henry Fire Protection District MeetIng

IL 29 Team --

Here are a few notes from the meeting Maureen and I had last night with the Henry Fire Protection District,

- General consensus seemed to be that the proposed improvements wouldn't help or hurt their operations; it
  would just be different. They would need to find different ways to get around.
- Their current buildings in Putnam would not be impacted by the improvements shown at this time.
   (Through the town of Putnam, not bypassing, was shown to the group. It was explained, however, that if there is a great deal of opposition to going through town, this could change. From the first set of public meetings, however, there didn't seem to be that opposition). Also, the property they are considering moving to would not be affected greatly either. They are considering moving to the northwest corner of Bradford Road and Center Street.
- They didn't seem to think their operations in the Henry area would be adversely affected a great deal.
  They asked a few questions about crossing the median for accidents on the new expressway. IDOT
  explained it there would be intersections to turn around and occasional median crossings available as
  well. The locations of the median crossings haven't been decided yet.
- They dld not note any existing problems that would be corrected by the proposed improvements. Nor did
  they see any major compilcations caused by the improvements,
- One of the Fire Protection District trustees asked if using existing IL 29 to go north may be faster than
  using the new Henry bypass. It was pointed out, however, that by using the bypass, vehicles on the
  highway would have more room to get out of a fire truck's way, and it would be safer to travel faster on the
  bypass than it would be in town.
- The possibility of a cul-de-sac south of Henry on existing IL 29 was discussed. The Fire Protection District
  did not express a major concern over that design. It was noted, however, that all the information shown to
  them could be subject to further revision, based upon new information IDOT receives from field
  investigations and from public comment.
- The District trustees said they are 100% volunteer. They have 3 locations (Henry, Putnam, and 10 miles west of Henry) where they keep their equipment, so that they are able to be within 10 miles of any location in their district. Depending on where the call comes from, they have different people assigned to go to the different locations. (That is, people who live close to Putnam, for instance, are the ones who would be called out if the emergency was close to Putnam.)
- Their district runs from the base of the I-180 hill (at Kentville Road) to Camp Grove Road. They are going
  to work on a map showing their full district boundaries. They will send it to IDOT or, if CH2M HILL calls
  first, send it to them.
- It was explained that there is at least two years left in this planning study, there is currently no funding for design plans, and there is no funding for construction itself at this time.
- The Fire Protection District asked it they could receive a base map of Putnam without the proposed improvements shown. This map would have aerial background with topo shown (not contours, however, just edge of streets, street names, houses, sheds, grain elevators, existing R.O.W., etc.). Property owner names and property lines would be fine to show as well. The scale should be fi = 50°.
- We let them know CH2M HILL will probably be contacting them in the next few months to follow up with

Message

Page 2 of 2

some more specific questions. Their contact is Mr. Allan L. Waldschmidt / 428 Western Road / Henry, IL 61537 / 309-364-3561 (Home). IDOT also encouraged them to call with any questions they may have in the future.

Please let me know if you have any questions. Thanks!

Mike L.

7-1-4

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#### TECHNICAL MEMORANDUM

**CH2M**HILL

## IL 29 Meeting- Central Section Senachwine Creek Watershed Committee May 6, 2004

PREPARED FOR:

Paula Green,IDOT Greg Larson,IDOT Mike Lewis, IDOT Greg Larson, IDOT

PREPARED BY:

Jim Jodie, Project Manager

COPIES:

Kim Kolody, CH2M HILL Cheng Soong, CH2M HILL Dan Dupies, CH2M HILL Fred Lin, Lin Engineering

DATE:

May 25, 2004

On Thursday, May 6, 2004, a meeting was held with the Senachwine Creek Watershed Committee at the District #4 office. The attendance sheet is attached. The purpose of the meeting was to discuss the proposed alignment of IL 29 at Senachwine Creek and the proposed encroachment onto the 100-year floodplain.

#### Items Discussed

- The Committee identified an old paper mill as a potential historic site. The site is located just west of the Benedict Street bridge and north of Senachwine Creek. Subsequent to this meeting, Walthall was notified; he will notify John Vogel about this site.
- The Senachwine Watershed group has received funds to install holding basins, detention ponds, willows, terraces, etc to minimize the impacts of hard rains and flooding situations (all incorporated in the Senachwine Creek Watershed Agreement #3190014 - Feb 2003). Remediation has been more successful on the bluff (on farmland).
- The Committee did not have concerns regarding the proposed IL 29 design and impacts to the Creek. They would like to work closely with us through the mitigation process.
- Over the last 10 years, Mr. Shepard had only one crop loss due to flooding. He said it is worse upstream.
- The Committee has added grasses along the bank; this has been effective and should be included in the mitigation plan.

SENACHWINE CREEK WATERSHED COMMITTEE MTG 5-06-2004.DOC

168912.AQ.GS.03

- The velocity of Senachwine Creek really picks up where the 3 branches flow together (Hallock, Henry, and Senachwine), north of the BN&SF Railroad.
- There has been some flooding along the Creek at Old 29, near the Lincoln & Southern Railroad (east of existing IL 29).
- 8. The name of Krause Road at Truitt Ave needs to be verified. It is labeled Krause Road to the south and North Hampton Road to the north. Subsequent to this meeting, the property records and map quest were searched; N. Blue Ridge Road is the name to the north. North Hampton Road connects with Blue Ridge Rd north of the BN &SF Railroad. Our plans will show N. Blue Ridge Road on the north side of Truitt Avenue,

#### **ACTION**

- 1. Fred Lin requested aerial photos from Josh Joseph from the 1950's to 1970's to determine changes in the channel. Josh agreed to send this information.
- Josh Joseph will continue to be the prime contact, Paula mentioned that Dan Dupies would contact him to get more detail on the projects the Committee has been conducting.
- CH 2M HILL will scan the color copy of the Senachwine Creek Watershed Agreement #3190014 - Feb 2003 and send it to the DOT.
- 4. Josh Joseph requested the digitized soils for Peoria County. CH 2M HILL will send them to Josh.

In the afternoon, we discussed other subjects:

#### **ACTION**

- Paula requested that we take off the special waste on all constraint maps. Overall, DOT
  provided us with guidance on scales of exhibits for the next meetings and gave us some
  input on line types, weights, styles, etc. (We are in the process of working on the
  exhibits)
- 2. CH 2M HILL received a copy of the 50% central and 90% north plan sets with desired animal crossing locations and culvert sizes. Indicated on the plans are small/medium crossings = 5'x5' or large crossings = 10'x10'. Generally DOT tried to space large crossings every 3000 ft and small/medium crossings between the large crossings. CH2M HILL will check the locations and access.
- Fencing should be shown near the back of the retaining walls and in other areas to guide the animals to the crossing locations. This should be shown on the plans. The Macomb EIS has an example of a conceptual animal crossing typical that CH 2M HILL can use.
- 4. The acres of landlocked properties that are impacted should be totaled and broken out by landowner.
- CH 2M HILL needs to investigate the total floodplain impact along the corridor for the TAC meeting. Volumes should be calculated.
- At Cedar Hills Drive, a standard diamond and 1 loop interchange (with diamond) should be evaluated. There is no need for the Parclo AB or compressed diamond. The mainline should cross over Cedar Hills Drive.
- 7. Ramps should be modified at IL 6.

8.	Scott Stit can evaluate the Sparland interchanges or others without traffic data to let us
	know if he identifies any problems.

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									210 4 Charpet Comment	SEE SOUR MAN	110 h Share Co	62.5 W. Son 4 K.	Sup 160 (0) 65 34	ADDRESS

# ATTENDANCE SHEET IL 29/Sencachwine Creek Watershed Meeting May 6, 2004

# BUREAU COUNTY HIGHWAY DEPARTMENT

595 Elm Place, Princeton Illinois 61356

Phone: (815) 875-4477 Fax: (815) 875-4470

Jeff Peacock, P.E., County Engineer

ngineer

RECEIVED

JUL 1 4 2004

District 4

Anogram Coversorm

July 14, 2004



Eric Therkildsen, P.E. Program Development Engineer IDOT District 4 401 Main Street Peoria, IL 61602

Re: Illinois Route 29 Design Study

Dear Mr. Therkildsen:

Please be advised that the Bureau County Board passed a Resolution at their regularly scheduled meeting on Tuesday, July 13, 2004, in support of the Route 29 project, and strongly encourage completion of the project in a timely manner. It is also is my personal comment that construction commences at the north end.

Please feel free to call with any questions:

Sincerely,

Bureau County Highway Department

Jeff Peacock, P.E. County Engineer

JEP/mkl

# VILLAGE OF SPARLAND

P.O. BOX 278 • SPARLAND, ILLINOIS 6156

July 19, 2004



Dear Mr. Therkildsen.

I am writing on behalf of the Village of Sparland, concerning the state routes that you propose to build through our community.

The opinion of our Village is that we do not need a road to connect Peoria to Chicago, we already have several routes than can be taken to get there, it seems that the only reason the state wants one is to save about 20 minutes travel time and evidently the state has more highway money than they need and is just looking for a way to spend it, we believe it could be put to better use by fixing our already existing roads, Illinois is known for just putting up a sign for BUMP AHEAD instead of fixing them.

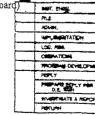
If you are determined to build a new highway, we would prefer to have it built west of Sparland, we know that you think you will be disturbing prime farmland, but if you would go out and test it, you would find that most of it is clay and gravel, another route that you are considering is a highway straight through Sparland buying out approximately 20 homes, due to the flood water buyout by the government we have already lost about 13 homes and 12 vacant lots, in the past five years, because of the flood buyout we have already had a severe economic hardship, we have lost water and sewer monies, plus real estate tax revenue, now you are asking a community of approximately 500 people to double their payments for water and sewer because of another buyout, actually it would end up being less people than 500. Another option and the one that would be more practical for the Sparland residents would be for you to take the eastern route that goes closer to the river, you would disturb fewer homes.

Let me also point out to you that North, South, and East of Sparland are also federal wildlife areas, do you think you have a right to disturb them, you need to look west of Sparland or do not even build the highway.

This letter is written with the approval of the Village Board of Sparland and the President of the Board.

Sincerely,

Ralph McCasky (President of the Board





#### **RESOLUTION 04-01**

#### A RESOLUTION OF HENRY TOWNSHIP, MARSHALL COUNTY, ILLINOIS NOT SUPPORTING IMPROVEMENT OF ROUTE 29 AS A PART OF THE FOUR LANE HIGHWAY SYSTEM FROM PEORIA TO CHICAGO

WHEREAS, a four lane highway to link Peoria and Chicago has been proposed; and

WHEREAS, Henry Township wishes not to support the highway linking from Peoria and Chicago; and

WHEREAS, on the 10<sup>th</sup> day of August, 2004, Henry Township wishes not to support the construction of a highway as an extension of the Interstate 474/Illinois Route 6 Bypass to the North of Peoria to the southerly end of Interstate 180 located North of Putnam, Illinois; and

WHEREAS, presently, a two lane highway known as Illinois Route 29 connects the Interstate 474/Route 6 Bypass to Interstate 180; and

WHEREAS, the improvement of route 29 to a four lane highway or incorporation of Route 29 into a four lane highway, in addition to keeping prime farmland available for production, will have the beneficial effect of facilitating the use of existing supporting services such as service stations, restaurants, lodging and emergency facilities by travelers on the highway.

NOW, THEREFOR, BE IT RESOLVED BY THE SUPERVISOR AND TOWNSHIP BOARD OF HENRY, MARSHALL COUNTY, ILLINOIS, as follows:

Section 1: That Henry Township hereby will not support the construction of a four lane highway system from Peoria to Chicago by incorporating or improving, as part of the four lane highway, Route 29 from at or near its intersection with the Interstate 474/Illinois Route 6 Bypass at Peoria to Interstate 180.

PASSED BY THE TOWNSHIP BAORD OF HENRY, MARSHALL COUNTY, ILLINOIS, IN REGULAR AND PUBLIC SESSION, THIS  $10^{\mathrm{TH}}$  DAY OF AUGUST, 2004.

# Illinois Department of Transportation

Division of Highways / District 4 401 Main Street / Peorla, Illinois / 61602-1111 Telephone 309/671-3333

August 27, 2004

BUREAU OF PROGRAM DEVELOPMENT STUDIES & PLANS - PHASE I Illinois Route 29 Study Peorla, Marshall, Putnam & Bureau Counties Job No. P-94-009-01 Catalog No. 032469-00

Mr. David Wheeler Peoria Park District Glen Oak Park Administrative Offices 2218 North Prospect Road Peoria, IL 61603

Dear Mr. Wheeler:

Thank you for your July 23, 2004 letter expressing the Park District's concerns regarding the proposed Illinois Route 29 project. In order for us to adequately address your concerns, the following information concerning Camp Wokanda, Audubon Wildlife Area and Singing Woods Nature Preserve is needed:

- 1. Size;
- 2. Function of and/or available activities:
- 3. Description and location of all existing and planned facilities;
- 4. Approximate number of users or visitors per year,
- 5. Relationship to other similarly used lands in the vicinity;
- 6. Any clauses affecting the ownership, such as lease, easement covenants, or restrictions, including whether or not Land and Water Conservation Funds were used for development;
- 7. Unusual characteristics that enhance the value of all or part of the property; and
- 8. A map of the park, including roads, trails, camping grounds and other facilities available.

Since the Audubon Wildlife Area is currently not developed, any information you can provide regarding its future development, anticipated use and timetable for development would be beneficial.

#### HENRY TOWNSHIP HENRY, ILLINOIS

August 31, 2004

Illinois Department of Transportation Division of Highways/District 4 Eric S. Therkildsen 401 Main Street Peoria, Il. 61602-1111

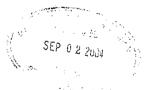
Dear Bric Therkildsen

The Henry Township Board held their regular township meeting, Tuesday, August 10, 2004. Attending the township meeting were some concern citizen land owners which were voicing their opinion on the four land highway from Peoria to Chicago. The concern citizen group was asking for the township support in opposing the interstate highway proposed to Chicago. Attached you will find Resolution #04-01 Henry Township not supporting the improvement of Route 29 as a part of the four lane highway system from Peoria to Chicago.

Sincerely

Henry Township Concern Citizen Land Owners





MEETING SUMMARY

**CH2MHILL** 

#### 9-9-04 Peoria Park District Meeting

ATTENDEES:

Paula Green/IDOT

Mike Lewis/IDOT Greg Larson/IDOT Dan Dupies/CH2M HILL Dave Wheeler/PPD John Mullen/PPD Mike Miller/PPD

COPIES:

Mike Lewis/IDOT

Paula Green/IDOT

FROM:

Dan Dupies

DATE:

December 8, 2004

#### Introduction

Following the second public information meeting for the IL 29 Corridor Study, IDOT received a letter from the Peoria Park District (PPD) stating that the proposed improvements in the project's South Section would have detrimental effects on three properties they administer, Camp Wokanda, Singing Woods Nature Preserve, and Audubon Wildlife Area. The Park District representatives were concerned that the proposed extension of IL 29 would result in noise impacts at its facilities, prevent prescribed burning at Camp Wokanda and Singing Woods Nature Preserve and interfere with the possible restoration of shorebird habitat on a portion of the Audubon Wildlife Refuge.

A meeting was held on September 9, 2004, with Park District representatives to discuss their concerns. The highlights of the meeting are summarized below by park property.

#### Camp Wokanda

Camp Wokanda is located on Boy Scout Road west of Mossville. In 1994, PPD purchased Camp Wokanda from the Boy Scouts. It is a 273-acre special use park available to groups such as a school group, scout group, civic group. The Camp's primary mission is as a resident outdoor education center for area schools and other clients. The property includes a lake, trails, dining hall, cabins, program buildings and tent camping (see layout exhibit). The Camp offers a variety of naturalist tours, environmental education and rental options for retreats, family reunions, weddings or special group camp outings. The camp serves as the trailhead for the nine-mile Illinois River Bluff Trail. The first phase of the hiking trail construction that will extend from the camp to Mossville Road has started. The second phase of construction will be between Mossville Road and Detweiler Park. Eventually, the PPD would like to construct connections to Singing Woods Nature Preserve and Audubon Wildlife Area. PPD staff indicated that 200,000 visitor hours are logged at the camp annually and they expect that level to double over the next five years.

The Park District representatives were concerned that sound impacts at Audubon would be

heavy. They were also concerned that the IL 29 extension so close to the potential shorebird

restoration area would severely impact the use of any developed refuge by shorebirds.

Woodlands at the camp are oak savannas, and there are two approximately 75-acre units north and south of the lake that are burned annually to restore/maintain the oak savanna habitat.

The PPD representatives were concerned that construction of the highway would impact access to Camp Wokanda. They noted that park users, emergency and maintenance vehicles would need to be accommodated during the construction phase. They were also concerned that sound impacts at the Camp would be heavy. They stated that the highway noise would be particularly bothersome for its overnight campers.

#### Singing Woods Nature Preserve

Singing Woods Nature Preserve is an approximately 900-acre property located on the bluffs north of Cedar Hills Drive and west of Ivy Lake Lane (see aerial exhibit). There are no signs identifying the preserve and currently no developed access. The nature preserve designation applies to approximately 700 acres of the 900-acre parcel. At its closest point, the nature preserve is almost 3,500 feet (approximately 0.7 mile) from the proposed IL 29.

Singing Woods is the largest contiguous tract of oak-hickory forest in the state north of the Shawnee National Forest. It supports over 250 different wild flowers (including the state threatened Viburnum molle), 60 species of trees and shrubs, 10 different ferns, 18 different mammals, 14 reptiles and amphibians, and numerous grasses and sedges have been identified. The preserve provides important migratory and breeding habitat for forest interior birds. Singing Woods Stream, which cuts through the center of the preserve, is being monitored annually for water quality by the state.

The Park District representatives were concerned that sound impacts at the Preserve would be heavy. They were also concerned that development of a large highway east of their properties would impact their ability to conduct prescribed burns due to smoke travel. The proposed highway is in the smoke management area of over 1,000 acres of PPD burn units.

#### Audubon Wildlife Area

Audubon Wildlife Area is an approximately 98-acre parcel located north of Caterpillar and west of Old Galena Road. The parcel consists of a 78-acre agricultural field and a 20-acre wetland complex at the west edge of the parcel. The wetland at the west edge of the property is part of a 40-acre wetland complex that extends east on Caterpillar's property. The Peoria Audubon Society is evaluating the potential for the wetland (and some portion of the cropped land) to be restored as shorebird habitat. The habitat that would be developed to attract shorebirds would consist of mudflats, short grass, and shallow water wetlands. It was noted that past shorebird counts in nearby fields indicate that shorebirds will use flooded agricultural fields which are less than optimal habitat. There currently is no formal agreement between the Audubon Society and the PPD to conduct the restoration work.

If the site were to be restored, PPD anticipates that there would be viewing blinds east of the existing wetlands and a parking area in what is currently the agricultural field. Dave Wheeler (PPD) noted that the public could exert pressure to develop the site as a neighborhood park. There is currently no master plan developed for the site.

MKE/9-9-04 PEORIA PARK DISTRICT MEETING SUMMARY.DOC

MKE/9-9-04 PEORIA PARK DISTRICT MEETING SUMMARY.DOC

MEETING SUMMARY

**CH2MHILL** 

#### 9-16-04 Chillicothe Secondary Impacts Meeting

ATTENDEES:

Dan Dupies/CH2M HILL

Mayor Don White

COPIES:

Mike Lewis/IDOT

Paula Green/IDOT

FROM:

Dan Dupies

DATE:

December 8, 2004

This memorandum summarizes the meeting with Mayor Don White to discuss growth issues in Chillicothe and the IL 29 project's potential to cause secondary development.

Mayor White noted that Peoria's continued expansion north will at some point absorb Chillicothe just as it has Peoria Heights. Unlike West Peoria and Dunlap that will lose (have lost) their identity when absorbed by Peoria because they do not have a vibrant downtown like Chillicothe. Mayor White noted that over the last 10 years, Chillicothe has been growing by about 10 percent. The growth has primarily been to the west.

In cooperation with the Tri County Regional Planning Commission, Chillicothe developed a 2020 land use plans with (Scenario B) and without (Scenario A) the Chillicothe bypass. In Scenario B, the development east of the Chillicothe bypass would occur by 2020. The development west of the bypass would occur after 2020. As expected the Scenario B land use plan has an area of commercial and residential development not found on the land use plan without the bypass.

Dan obtained copies of the plans from the Mayor. The plans will be used to identify the amount of secondary development caused by the IL 29 improvements and the type of land use affected by the secondary growth.

After developing the two land use scenarios, Chillicothe held meetings with property owners that are currently outside city limits, but within the planned city limits. Chillicothe offered to reduce the property owners' taxes in exchange for an agreement to be annexed to the city. Prior to annexation, Chillicothe also offered to provide those property owners with police and fire protection, and, when available, water and sewer service.

In describing existing development along IL 29 and in the downtown, Mayor White noted that the downtown is now dominated by specialty shops. The zoning ordinance does not allow services to locate in the downtown without a special use permit. Most of the city's services and "big box" uses are located along IL 29.

The Mayor noted that the McDonalds, Hardees, and Subway may be adversely affected by the proposed bypass. He thought the Chinese restaurant, Monocles (restaurant) and the Grecian Garden would not be affected because they are less dependent on through traffic.

MKE/9-10-04 CHILLI MEETING SUMMARY.DOC

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The Dairy Queen is a summer-only operation and will likely not be affected. Other uses along IL 29 are destinations and would not be affected by the bypass.

TECHNICAL MEMORANDUM

CH2MHILL

### IL 29 Railroad Meeting November 10, 2004

PREPARED FOR:

John Anderson, IDOT - District 4 Paula Green, IDOT -District 4 Maureen Addis - District 4 Mike Lewis, IDOT -District 4 Eric Therkildsen- District 4

Butch Hunter, IDOT -Bureau of Railroads

Sue Eckhoff, IDOT -RR Randy Hopper, IDOT - RR

Donald Murray, Lincoln & Southern RR

Woody Ban, Lincoln & Southern RR/Polyone Corp.

Dennis Bailey, Polyone Corp. Pat Sheldon, Iowa Interstate RR Richard Schroeder, URS/CSXT

PREPARED BY:

Jim Jodie, CH2M HILL

COPIES:

Kim Kolody, CH2M HILL

DATE:

November 10, 2004

On November 10, 2004, a meeting was held with representatives from the various railroads that abut the IL 29 project from Chillicothe to the north project limits at I-180. Staff from IDOT Railroads section and the IDOT district were also present. The purpose of the meeting was to:

- 1. Provide an overview of the proposed IL 29 Phase I preliminary engineering study.
- 2. Determine the ownership and contacts from the railroad(s).
- Discuss the proximity of proposed IL 29 construction to the railroad right of way and tracks.
- 4. Discuss the needed permanent and temporary easements for IL 29 construction.
- 5. Discuss drainage issues and flooding problems.
- Determine the procedure for and cost to IDOT for railroads to attend meetings, review plans, etc.

Jim Jodie provided the introduction and project overview.

RAILROAD2 MTG MEMO11102004.DOC

168912.A0.G\$,03

#### Ownership - see updated Railroad Contacts and Ownership memo)

1. From Peoria (PPU) to Henry (Lincoln Street), the primary contact is:

Patrick Sheldon
Assistant Vice President-Engineering/Mechanical
Iowa Interstate Railroad
800 Webster Street
Iowa City, IA 52240
e-mail: phsheldon@IAISRR.com

Telephone:

Office: 319-298-5428 Fax: 319-298-5427 Cell: 319-330-9568

2. From Henry, IL (Lincoln Street) to Bureau Junction, IL, the primary contact is:

Larry Shaw URS Corporation 47 South Meridian Street Suite 312 Indianapolis, IN 46204

Telephone:

Office: 317-635-0064, x203

Fax: 317-635-0066 Cell: 317-294-1979

e-mail: larry\_shaw@urscorp.com

#### IL 29 Plan Review at RR crossings:

The proposed and existing IL 29 railroad crossings were reviewed from Chillicothe to the north project limits at I-180.

Primary concerns stated by the railroads are:

1. Signt distance at proposed "Y type" railroad crossings - the railroad companies expressed a concern about the lack of sight distance for vehicles using the proposed "Y type" access or the "½ Y type" access (ButtonHook) crossings. The railroads feel these create safety problems; drivers of vehicles approach the crossing at an angle and they are not able to see a train approaching the crossing. Signals are not proposed at the private crossings. The Y type driveways were designed to provide a crossing at locations where the profile from IL 29 to the tracks is steep (greater than 10 %). The railroad representatives expressed their concern for entrances running parallel to the railroad tracks then turning across the railroad. Per Richard Schroeder, Pat Sheldon and Woody

Ban, the sight distance created by this situation is a safety issue that the railroad may not approve. Currently, trucks haul crops from the fields across the tracks. CH2M HILL will study the Y type or ½ Y type railroad crossings to determine if the crossing design can be changed or if it can be moved. Otherwise, if the Y type is not installed, the land east of the tracks will be landlocked.

- 2. Drainage between the Railroad and IL 29 the lack of maintenance of the shared ditch between the railroad and IL 29 has resulted in maintenance problems and flooding. Pat Sheldon stated that IDOT roadway stormwater outlets to the shared ditch. Due to the close proximity of the road to the railroad, water rises in the ditch to the ties and the ties need to be replaced prematurely due to moisture.
- 3. The purpose of the existing permanent, longitudinal easements on railroad right of way is unknown, although these may be for drainage. Don Murray will verify the reason for the easements. Pat Sheldon said that there are several ditch locations that need cleaning. He has contacted the IDOT several times, but he had to clean them instead. Mike Lewis will check if there is an agreement for maintenance of the shared ditch.
- 4. Per Don Murray and Pat Sheldon, IDOT has made several changes to culverts and they have also changed the bridge at the south Crow Creek crossing. Per Pat Sheldon, this has resulted in water getting through and under the IDOT structures, but now there is debris on the downstream railroad structures. The railroad does not have plans to replace the south Crow Creek bridge to force debris further downstream.
- 5. Future Track Addition the railroads want the IDOT to keep space available on the side of the tracks for future sidings, new lines and clear zone. The location of the added track will need to be provided by the railroad. See further discussion on Item #4 below.

#### Other concerns are as follows:

- 1. The BN&SF (AT&SF) RR viaduct over IL 29 at Chillicothe is proposed to be replaced. Currently, there is an L & S spur connection to the BN&SF east of IL 29 (via a box culvert). Al Benesch is designing the viaduct replacement structure and the staging plans; the plans include "filling-in" of the box culvert. Don Murray and Pat Sheldon asked that the box culvert and the spur be kept viable/ usable. Subsequent to the meeting, Benesch indicated that if the box culvert remains, it would need to be extended north to accommodate the proposed viaduct at a cost of \$300,000 to \$400,000.
- 2. Is it possible to eliminate some private crossings? Per Mike Lewis, eliminating crossings would landlock property and IDOT would have to pay damages. This is not usually feasible or wanted by the property owner unless there are no viable solutions. A service road east of the tracks (to accommodate multiple railroad crossings) would impact the farming operations and would be difficult to construct because the Illinois River is close to the tracks.

- 3. For public road, at-grade crossings, there is concern about vehicles parking on the tracks as they wait to get onto the new 4-lane highway. The typical crossing detail in the plan set shows there is adequate room between the tracks and the edge of proposed IL 29 for a WB 65 design vehicle (long semi-truck). If more than one WB-65 is queued, these trucks will need to stop in advance of the tracks. The public crossings will require gates (per Butch Hunter) and this should help prevent this occurrence.
- 4. Sparland split diamond type interchange 3 and 3A the proposed railroad crossings on the north and south end of the interchange can either be crossed via a bridge or a tunnel. The railroad tracks will not be changed. Whichever design is used, the railroad companies want to have adequate width to expand the single track to a double track in the future. A tunnel will need to have 15' each side of the centerline of the railroad for a 44' total span. The parallel tracks need to be 14' or 15' from center to center. The method of maintenance of tunnels changes because they need a width in the tunnel that allows the railroad ties to be replaced.
- 5. Method of Ditch Drainage in the Miller Anderson Woods area the proposed shared ditch between the railroad and new IL 29 will be designed for a 50-year capacity. All pavement drainage on the east side of IL 29 will discharge into the shared ditch by way of a closed drainage system.
- 6. Overtopping of the Railroad ~ per Don Murray/Pat Sheldon, the north Crow Creek crossing has never experienced water overtopping the railroad. There has been some railroad overtopping of the south Crow Creek crossing and south of Chillicothe. Pat Sheldon will provide Mike Lewis and Fred Lin with the location of flooding and drainage problems. Richard Schroeder and Fred Lin will coordinate efforts to identify overtopping locations in the North and Central Sections.
- Crow Creek Drainage Several years ago, Crow Creek south drained into the Illinois
  River per Woody Ban. Now, it is just a delta and there is no connection to the river.
  Mike Lewis will send Don Murray the 1991 Crow Creek roadway widening and bridge
  plans.
- 8. Existing Bridge Profile for the Central Section the existing IL 29 profile will be maintained for the northbound roadway of proposed IL 29.
- 9. Silted Railroad Culverts Fred Lin will provide Woody Ban culvert locations that have silted-in. Downstream cleaning of drainageways would be too costly for the railroad to complete and at Crow Creek, the IDNR will not let the railroad re-establish the stream. Proposed new drainage structures on IL 29 will use the existing downstream silted elevation for sizing of the structures.
- 10. Bradford Crossing at Putnam the proposed east connection of Bradford contains a median opening that allows grain elevator trucks to turn left from the south exit of the grain elevator resulting in an angle crossing of the railroad tracks. The exit design will be revised to allow right turns only (to IL29).

- 11. Retaining Walls and Permanent Easement at Miller Anderson Woods in the north part of the project (south of Kentville Rd.), proposed IL 29 will be shifted east to avoid disturbing the west foreslope along this nature preserve. The typical section has a 22′ median and retaining walls on the east side along the railroad. The retaining walls will encroach on the railroad right of way approximately 8′ for a distance of approximately 6′700′. A permanent easement will be needed from the railroads for the retaining walls and the shared ditch. Richard Schroeder will discuss this with the CSXT Railroad and contact the IDOT with the results.
- 12. At the proposed treatment plant road in Sparland, the current design constrains the railroad and reduces opportunities for expansion or addition of a sidetrack. IDOT said the design would be revisited to see if more room could be made available.

#### General Information provided by the Railroads

- 1. Railroad design speed is 40 mph.
- There are no future plans by railroads to update their facilities except to provide maintenance.
- One round trip train operates 6 days per week between Bureau Junction and Peoria. The
  trips start at 8 AM and last for 10 hours. There are also two coal trains per week; their
  schedule is not consistent.
- 4. Butch Hunter stated that the ICC requires review and approval of all changed or new public road crossings of the railroad tracks. All new public crossings must be active crossings. This takes from 120 days to 6 months. Private crossings do not need to go to ICC. Butch will provide Mike Lewis a sample ICC submittal.
- Crossing maintenance for private crossings, the farmer with fields east of the railroad tracks does the maintenance by agreement or by non-objection from the railroad.



#### ATTENDANCE ROSTER

SUBJECT

IL 29

MEETING DATE

Nov 192:004

	NAME /	REPRESENTING	ADDRESS, PHONE & E-MAIL	
	Wonald Morney	y L+S Ra	DMM TRAIN ( WE GIS NET. ATT. NET	
	DENNIS BAILEY	POLYONE CORP	AVON LAKE, OH @ POLYONE, COM	
	Woody BAN	L&S RR	(a) Prince	
	RICHARD SCHMOEDER		2040 N. UNIVERSITY DECATOR 217875-4800 Com	
	Fedlin	Lin Engineering	608 Citadel Dave Westment, 166559	
	Paula preen	JD07:		
	Butch Hunter	IDOT	2810 So. DMYS on Spring field II.	
	Pat Sheldow	IBISRR	800 webster St, Itely 52240	?
	Sue Eckhoff	IDOT		
A-1:	Randy Hopper	I007	Peoria	
S	MIKE LEWIS	IDOT-D4	309-671-3474	
	Maureen Addes		309-671-3454	
	John Anderson	IDOT-D4	309-671-3493	
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	· <del></del>			

MEETING SUMMARY

**CH2MHILL** 

# 11-18-04 Putnam Pavilion Meeting and Henry Secondary Impacts Meeting

ATTENDEES:

See Minutes Below

COPIES:

Mike Lewis/IDOT Paula Green/IDOT

FROM:

Dan Dupies

DATE:

November 28, 2004

#### Introduction

This memorandum summarizes two meetings held on November 18, 2004, one with the Senachwine Township Clerk (Rhonda Downey) to better assess the applicability of Section 4(f) to the Putnam Pavilion site and ball field at the former Putnam grade school and the other with Henry officials to discuss the project's potential to cause secondary development.

A summary of each meeting is found below.

#### Putnam Pavilion/Former Grade School Ballfield Meeting

Dan Dupies (CH2M HILL), Mike Lewis and Paula Green (IDOT) and Rhonda Downey (Putnam Township Clerk) attended the Putnam Township meeting.

As noted, the purpose of meeting with Rhonda Downey was to learn more about the Putnam Pavilion property and the former grade school ball field. Rhonda indicated that the picnic shelter was constructed in the place of the former township hall which burned down. There are no facilities other than the picnic shelter on the site. Rhonda indicated there are no organized recreational activities on the property, it is used as a gathering place for Putnam's children and occasionally used by motorists as a wayside. The site is maintained by the township. While the township owns the pavilion property and the adjacent property that is leased to the volunteer fire department, the property records indicate that there is a property boundary between the Putnam Pavilion property and the property leased to the fire department.

The Putnam grade school was closed in 1983, marking the end of the regular use of the school's ballfield. Since the school closed it has been used as the Putnam Township Hall and muncipal garage. According to Rhonda Downey, the former school ballfield is neither used for any organized recreational activities nor regularly used by Putnam's children. The township cuts the ballfield grass.

Rhonda noted that the township does not own any other "public" properties like the Putnam Pavilion and the ballfield.

MKE/11-16-04 PUTNAM-HENRY MEETING SUMMARY, DOC

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At the end of the meeting with Rhonda, IDOT decided to include the pavilion property and the ballfield as Section 4(f) resources in the DEIS. There were two general reasons for taking this approach. First, the properties represent the only publicly owned land in the township available for use by Putnam residents whether or not they are actually used for "recreation." Second, given Rhonda's lack of familiarity with Section 4(f) provisions it did not seem reasonable to expect the township to write a letter stating the properties were "insignificant" public resources without excessive coaching and/or explanation of the Section 4(f) regulations. In the end, it seemed easier to simply include the properties in the DEIS' Section 4(f) evaluation.

Following the meeting, CH2M HILL investigated the dimensions of a grade school ballfield. Placing those dimensions on the former ballfield, it was found that the proposed IL 29 improvements would affect the ballfield. Even when the orientation of the ballfield was changed with the outfield adjacent to High Street, a retaining wall would be required to prevent the proposed IL 29 improvements from affecting the field.

#### **Henry Secondary Impacts Meeting**

Dan Dupies (CH2M HILL), Mike Lewis and Paula Green (IDOT), Ed Mathis (Henry Zoning Board), Andy Stash (Henry Zoning Board Chairman), Daryl Fountain (Henry Mayor), Jay McCracken (former Henry Mayor) attended the Henry meeting.

The purpose of the meeting was to learn more about land use planning in Henry and discuss the potential for secondary development in Henry as a result of the proposed IL 29 improvements. At the start of the meeting Dan Dupies explained the focus of the development discussion would be a comparison of reasonably foreseeable development in Henry with and without the IL 29 improvements.

The Henry officials explained that Henry's 1989 Comprehensive Plan contains the land use plan. The corporate limits of Henry were identified, and it was noted that all areas within the corporate limits will be served by sewer and water. Henry officials see city services on both sides of the proposed Henry bypass. They do not see the Henry bypass as a logical growth boundary. It was noted that new development in Henry tends to move west. Development to the south is limited by the large Material Gravel holdings and development to the north is limited by the industrial park.

Concerning general development trends caused by the proposed Henry bypass, Jay noted that some local businesses may locate away from existing IL 29 toward the bypass to set themselves up for the future roadway. Andy noted that he does not see any new development south of Western Avenue as a result of the bypass.

Dan asked about the likelihood of some of the larger development proposals that are possible in Henry. The Henry officials noted that an ethanol plant might locate south of Henry on the Material Gravel property or in the industrial park north of Goodrich Drive. There was also mention of the possible development of a 120-acre harbor in the industrial park to serve the possible gravel quarry north of Goodrich Drive. It was difficult for the Henry officials to comment on the timeframe for either the gravel quarry (and the associated harbor) and/or the ethanol plant being developed. However, there was no indication that the decision to proceed with those major developments was related to the proposed improvements to IL 29.

Beyond the possible gravel quarry, harbor, and ethanol plant, the Henry representatives indicated that, because of Peoria's expansion to the north, they foresee the development of a subdivision in Henry. They estimated the subdivision could be 40 acres and would likely be located west of IL 29 although there are two "infill" locations east of IL 29. There is also a possibility that new residential development (no amount specified) may develop along the Illinois River on empty lots and redevelopment of existing residential properties. Again, there was no indication that the timing of these potential developments were related to the proposed II 29 improvements.

It was also mentioned that the development of the ethanol plant or a subdivision would increase the chances of developing a new hotel in Henry. When asked about the development that might locate at the proposed Western Avenue interchange, the Henry representatives were unable to identify any reasonably foreseeable development, but thought it would be reasonable to assume that all four quadrants of the interchange would develop.

As noted, the Henry officials stated that they would not view the Henry bypass as a growth boundary. If growth pressures required expanding west of the bypass, the Henry representatives indicated they would amend the land use plan to allow such growth.

In summary, it was difficult for the Henry representatives to identify development that may happen in the near future without the proposed IL 29 improvements. Clearly, part of the difficulty in identify near-term development is the sensitive nature of some of the large development proposals that are possible in Henry. Development like the gravel quarry north of Henry or the ethanol plant would be large-scale developments that have the ability to influence development in the community. As noted, the proposed improvements to IL 29 seem to have no influence on whether the gravel quarry or ethanol plant locate in Henry.

The Henry representatives were unable to identify any reasonably foreseeable development that would be considered secondary development caused by IL 29. Potential development at the proposed Western Avenue interchange seems the most likely secondary development even though the Henry representatives were not able to provide specific information on the type of development.

## CATERPILLAR

Caterpillar Inc.

100 NE Abams Street Pages, "ting a 61829

January 5, 2004

Mr. Eric S. Therkildsen Program Development Engineer District 4 401 Main Street Peoria, IL 61602

Dear Eric:

This letter will confirm the phone conversation we had on December 23, 2003 regarding Route 6 Extension.

After review by appropriate administrative, facility and real estate officers, Caterpillar's preference for Illinois Route 29 – Illinois Route 6 to North of Caterpillar property is Alternative 1 – Exhibit 1.

Thank you for the opportunity to participate in this decision phase of this important transportation improvement program for the greater Peoria area.

Best wishes for a successful 2004.

Sincerely,

Manager

Social Responsibility Initiatives

Global Public Affairs

Henry Holling

Telephone: (309) 675-4418





MEETING SUMMARY

**CH2MHILL** 

# 1-27-05 Sparland Progress Update and Secondary Impacts Meeting

ATTENDEES:

See attached sign-in sheet

COPIES:

Mike Lewis/IDOT Paula Green/IDOT

FROM:

Dan Dupies

DATE:

January 28, 2005

#### Introduction

On January 27, 2005, the project team met with the Sparland Village Council to update them on the current status of the proposed improvements in the Sparland area and to discuss the project's potential to cause secondary development in Sparland. The meeting was held at 7 p.m. at the Village Hall. John Anderson, Mike Lewis, Paula Green, and Dan Dupies attended the meeting.

#### **Meeting Summary**

John Anderson began the meeting by introducing the project team members and explaining the meeting purpose. He noted that the IL 29 study began in 2002 with the goal of developing a 4-lane divided, 65 mph facility along IL 29. John noted that from the start of the project, the team knew that it would be challenging to improve IL 29 without affecting natural areas and IDNR-owned property along the highway. As a result, the project team developed the Bluff Alignment as an avoidance alternative.

John stated that funding is only available for this study phase which will end in 2006. There are no funds currently available to complete the design of IL 29 or to construct it. John went on to note that even if construction funding were made available tomorrow, it would take about 5 years before work would begin. The logical starting point for construction would be the south end of the study area. Nobody has any idea, however, when design or construction funding would be available.

John stated that letters of project support from Chillicothe, Henry and Marshall County. Lacon's resolution of project support did not pass. He said that Sparland sent a project letter to DOT in summer 2004 against the project.

Mike Lewis then reviewed the interchange alternatives that have been considered in Sparland. He discussed the advantages and disadvantages of Alternatives 2 (continuous route along IL 17, but displaces structures on the west side of IL 29), Alternative 3 (avoids impacts to most structures in Sparland, but uses an atypical single-point diamond

MKE/1-27-05 SPARLAND MEETING SUMMARY.DOC

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interchange configuration), and Alternative 4 (avoids impacts to the west side of IL 29 with a standard diamond interchange, but displaces a number of structures east of IL 29). In an effort to reduce impacts to residences and businesses, DOT was supporting Alternative 3. Because of the requirement to avoid flood buyout properties, the alignment of Alternative 3 was shifted east of its original alignment.

Dan Dupies then began the discussion of the potential for secondary development associated with the IL 29 project. He explained the difference between direct impacts and secondary impacts and asked about the process Sparland uses to approve new development. Using Henry's land use plan as an example, Dan asked whether Sparland had a similar document that guided the location of different land uses in Sparland. The Sparland representatives indicated that the Village has no land use plan or zoning ordinance to guide the location of development. New development would be welcomed anywhere on the west side of IL 29. Development is not possible east of IL 29 because of the Illinois River floodplain. Sparland's corporate limits were expanded in the past to meet the requirements of an enterprise zone. The establishment of an enterprise zone in Sparland allows future developers to receive financial assistance from the North Central Regional Council. The Sparland representatives did not anticipate any changes to the Villages corporate limits.

Concerning past development and possible future development associated with an improved IL 29, the Sparland representatives indicated that there has not been any development in Sparland and none is envisioned with the IL 29 improvements. The south end of the village and the west side near the middle school were identified as the most likely locations for development, but again no development was envisioned. The Sparland representatives did not think that removing through traffic from existing IL 29 and reconstructing the roadway would result in new development along existing IL 29. It was noted that Sparland has been without a service station since 1991. The representatives also noted that the Bunge Corporation property south of IL 17 had recently been sold to Ducks Unlimited. The property, which is currently farmed, will likely undergo changes (such as the restoration of wetlands) to make it more attractive for waterfowl.

The Sparland representatives were concerned about losing tax base. They noted that all the flood buyout property owners left the Village. While the representatives supported the Bluff Alignment because they felt it had the best potential for creating development in the Village, they noted that Alternative 3A was preferable to the other interchange alternatives the team has considered.

MKE/1-27-05 SPARLAND MEETING SUMMARY DOC

#### ATTENDANCE ROSTER

SUBJECT	Sparland	Meeting
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NAME	REPR	RESENTING		AD	DRESS, PHONE &	E-MAIL
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	NAME	REPRESENTING	ADDRESS, PHONE & E-MAIL	
C	Jerry Johnson	Village of Sparley	4073 ch TLM 60 0 Jays	TA.GO
	DAN PINOIS	Village of Spark		2003 Julyan
	Za la Mellerin	Villey of Sealand	POBALZIZ-110 First St. Sporland II. a	ر درس
2	Have South	Village of Spanland	BOX 193-SPARLAND, IL GISGS	963
	Emily muyly	Maye of Sparland	4073 rd St. Sparland Il 61565	
i	Phillip Emugh	William of Sparlary	407 3nd It Sparling cl 61565 212 M. 20 Sparling 61565	
(	Roge Willeman	Village Sportand	214 Second Sparkand 41565	
	Lloyd DANS	Self.	404 School Space and P. D. box +52 6154	5
	Rafigly Ulinokia	self 1	394 Marshalf St.	
<	routh follow upo	MILLIAN SEARCH	713 H; 11 ton	
	Vade Drew	self	308 n Railrada	
	Namy A. Jane	Village of Sportine	108 Sahool St. Sparland, P. 6150	SJ.
			-	

MEETING SUMMARY CH2MHILL

#### 2-23-2005 Crow Creek Watershed Committee Meeting

ATTENDEES:

See attached sign-in sheet

COPIES:

Mike Lewis/IDOT Paula Green/IDOT

FROM:

Dan Dupies

DATE:

March 30, 2005

The purpose of the Crow Creek Watershed Committee meeting was to update that organization on the proposed improvements to IL 29 adjacent to Crow Creek (Camp Grove to Old IL 29) and to confirm that the project would not affect projects funded by the committee in the watershed. The meeting was sponsored by the NRCRS and held in their Henry office.

Terry Bogner, the committee chairperson, opened the meeting with a brief welcome. After self-introductions, Mike Lewis (IDOT) reviewed the alternatives for the entire corridor under consideration. Kim Kolody (CH2M HILL) then described the proposed improvements adjacent to Crow Creek.

Two committee members noted the area along IL 29 that is overtopped by the creek. They noted that the overtopping is unrelated to high water conditions in the Illinois River.

The question was asked whether, as part of the project, IDOT would "clean out" Crow Creek. It was noted that if the creek is not cleaned out then IDOT should build the new road 50 feet higher than the existing because the dams formed by debris in the creek are only going to make existing problems more severe in the future.

Ron Fisher (U.S. FWS) noted that in the past, Crow Creek had been opened up and the result was an enormous glut of sediment emptying into Goose Lake. Ron noted that Fish and Wildlife would not be inclined to do anything to the portion of Crow Creek that flows through the Cameron Billsbach National Wildlife Refuge until the amount of sediment entering Crow Creek upstream of the refuge is substantially reduced. Randy Edwards (NRCS) noted that the bed load from Crow Creek itself is a more pressing problem now than sediment loading from adjacent agricultural land.

A meeting participant noted that some of what is currently considered wetland adjacent to Crow Creek was farmed as recently as 10 years ago. The logjam that begins just west of the Crow Creek bridge and extends to the location of the first blowout has forced some of the creek flow to the north. The blowout was caused by water backing up behind the logjam, The second blowout (west of the first) is evidence that problem has worsened over the years.

2-23-2005 CROW CREEK WATERSHED COMMITTEE MEETING

A questioned was asked about the location of the borrow for the proposed IL 29 improvements. Paula Green (IDOT) responded that locating suitable borrow sites was the contractor's responsibility, but that IDOT would have to approve the sites. Paula noted that IDOT requires the contractor to develop erosion control plans designed to prevent siltation into Crow Creek and other wetlands/waterways.

Terry Bogner stated that the committee's vision for Crow Creek would be to construct the necessary streambank armoring projects similar to what has been done at the Senachwine Creek (south) crossing of IL 29.

A question was asked about the likelihood of IL 29 being improved. Mike Lewis said it was hard to predict. He noted that this project would be competing nationally for funding and as a result, construction could be 10 years out or beyond 20 years out.

Someone asked whether it was possible that the proposed improvements would stay completely on the bluffs. Mike said he did not see that as likely. One of participants pointed out the apparent inconsistency of IDOT worry about acquiring farmland along the bluff when farmers are receiving tax money, in programs like CRP, not to farm. This person also noted that farmland is being purchased for use as mitigation sites.

A question was asked about the size of the proposed Crow Creek replacement bridge. Fred Lin (Lin Engineering) noted that the existing structure is about 245 feet wide and that the proposed crossing would be about 270 feet wide.

Legal Notice Requesting Comments on the Removal of the Barville Creek Bridge Published in the Peoria Journal Star on March 15, 2005

#### **Legal Notice**

NOTICE

In accordance with the National Historic Preservation Act, the views of the public and Interested persons are being sought regarding the effect of the project that proposes to replace the bridge that carries Old IL 29 over Barville Creek located west of IL 29 and just north of Hopewell. The bridge is included on the primary list of historic bridges in the State of Illinois and is eligible for listing on the National Register of Historic Places (NRHP). Comments should be submitted by April 15, 2005 to Joseph E. Crowe, Deputy Director of Highrways, Region Three Engineer, Illinois Department of Transportation, 401 Main Street, Peorla, IL 61602-1111, Attn: Environment Unit.



December 22, 2005

BUREAU OF PROGRAM DEVELOPMENT High Street/IL 29 Intersection Realignment Senachwine Township – Section 4(f)

Ms. Rhonda Downey Senachwine Township Clerk Senachwine Township Hall 1881 Bradford Blacktop Road Putnam, IL 61560-5045

Dear Ms. Downey:

As you are aware, the Illinois Department of Transportation (District Four in Peoria) is currently developing plans to widen Illinois Route 29 to a four-lane divided highway from Illinois Route 6 to Interstate 180. The proposed widening of Illinois Route 29 through Putnam and the realignment of the High Street/IL. Route 29 intersection would acquire 1.9 acres from the township's property. A portion of this impact would be to the former baseball field adjacent to the township hall (See enclosed exhibit).

Alternative alignments to avoid impacts to the baseball field and township property were considered, but were eliminated due to safety concerns, impacts to the Putnam grain elevator, and engineering constraints. With the proposed Illinois Route 29 improvements shown on the enclosed exhibit, the baseball field could still be used. If an outfield fence were placed immediately adjacent to the proposed Illinois Route 29 right-of-way in center field, it would be approximately 140 feet from the home plate. The proposed Illinois Route 29 improvements would not preciude the baseball field from being used, but it would preclude the use of the field by any league requiring a regulation Little League field (which requires a minimum distance of 165 feet from home plate). During our meeting on November 28, 2004, you indicated that there are no organized recreational activities on the property, nor is it regularly used by Putnam community.

As discussed previously with you, there is a regulation known as Section 4(f) that protects publicly owned parks and open space that are used for recreational purposes. However, the regulations only apply to properties that are considered "significant" recreational resources by the property owners (Senachwine Township). A recreational property is generally determined to be "significant" when it is designated as a park and included in a community's park system, and when the community that owns the property determines that the major purpose for the land is public recreation. Incidental, secondary, occasional or dispersed recreational activities on the property would not make it a "significant" recreational use.

Ms, Rhonda Downey Senachwine Township December 22, 2005 Page 2

The Illinois Department of Transportation is asking Senachwine Township to determine the significance of the land on which the existing baseball field is located. If you and the Senachwine Township Board agree that because the baseball field is not used for any organized recreational activities, and because the baseball field is rarely used by the community, the baseball field is not a significant recreational facility, please sign below and return this letter to us in the self-addressed, stamped envelope.

Please retain the enclosed copy of this letter for your files. After receiving the below determination, the Department may proceed with the environmental documentation for the Illinois Route 29 project.

Senachwine Township Signature

If you have any questions or require additional information, please contact Mr. Mike Lewis at (309) 671-3474.

Very truly yours,

Joseph E. Crowe, P.E.

Deputy Director of Highways, Region Three Engineer

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Enclosure

cc: Project File (M. Lewis) Environmental (P. Green) Land Acquisition (R. Searle)

CH2IVIHILL MEETING SUMMARY

George Wheeler/Sen. Twp.

David Workman/Sen. Twp.

Kim Kolody/CH2M HILL

Mike Lewis/IDOT

Paula Green/IDOT

#### 01-12-06 Senachwine Township Meeting

ATTENDEES:

Rhonda Downey/Sen. Twp. Lloyd Jeppson/Sen. Twp. Gary Fountain/Sen. Twp. Wally Sprague/Sen. Twp.

Cindy Miller/Sen. Twp. Michael Miller/Sen. Twp.

FROM:

CH2M HILL

MEETING DATE:

January 12, 2006, 7:00 PM to 9:00 PM

MEETING LOCATION: Old School in Putnam, IL

This summarizes the meeting that was held with Senachwine Township on January 12, 2006, to discuss updates to the project design and 4(f) issues.

#### Updates to the Design

Mike Lewis provided a description of the design in the Putnam area. During the discussion a couple of concerns were raised.

#### Concerns about Large Trucks

There was a concern about the safety of trucks crossing IL 29 at Bradford Road. Since IL 29 will be a 65 mph corridor there was interest in providing enough room in the median to store a truck so that vehicles would only have to cross two lanes of traffic at a time. The current design includes a 50 foot median. Due to safety concerns by the Committee, IDOT will study alternate designs for this area due large number of trucks that travel to and from the grain elevator.

There was concern about eastbound trucks crossing through the intersection and having to stop for a train. There is over 100 feet between the railroad tracks and the proposed edge of pavement which allows for storage of one truck.

Long acceleration and deceleration lanes were added to accommodate the large truck volume in the area.

There was discussion of alternate routes for the trucks i.e. improving Center Street to the north or south to accommodate turning vehicles at the connection to Center Street or High Street. The options were eliminated due to out of direction travel and trucks driving through a residential area.

A question was raised about providing a median cross-over at Douglas Street. This was not a desirable design due to closely spaced median openings. BDE indicates the average spacing between median openings is 2640 feet. The proposed design has 2400 feet between Bradford Road and High Street.

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There was discussion of placing warning signs along IL 29 to indicate the presence of trucks so that vehicles may be alerted and slow down if necessary.

#### Maintenance Garage Access

A concern was raised regarding the amount of right-of-way remaining near the maintenance garage located between Main and High Streets along Center Street. Currently maneuvering road graders into the garage requires area up to the proposed edge of pavement. Options discussed were shifting the opening of the garage and providing access off of IL 29 or High Street, IDOT will review other options for accessing the garage.

#### 4(f) of the Baseball Diamond

The committee indicated kids play pick-up games at the ball field from time to time, but there is not an organized league, nor is one expected in the future. Also, there is not a managed park plan for the area. The county signed a letter from IDOT that stated that the ballfield property is not 4(f) and this will be documented in the DEIS.

CHIZMHILL

#### ATTENDANCE ROSTER

SUBJECT Putoway - Significant Township Rel.

MEETING DATE 1/12/06

NAME	REPRESENTING	ADDRESS, PHONE & E-MAIL
Ahonda Dewney	Levachin Toorship	1881 Bradford Blacktop Rd Putwam
Lindy nella		11 Maple It Ruthur
Davidhorkman	Senachuine Tup	776 N. 400 Ave
King Kolods	CH214 HILL	773-693-38002295
Mike Lews	INUT - Reoria	309-671-3477
Caronje Whode	Twz	RRI Roya, P-town
Lloyd Egypnen	TRUL	R. R. Dutingry 216
Hary Tountour	7.20	BR. PETNAY ILL
Velly Lyruge	Reach Commen	BR Purpon Ite
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